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INDIA, AUSTRALIA, &c., and for
PRIVATE HEADQUARTERS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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THE
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FOR 1907.
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Hongkong, 3rd October, 1906. 2244

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CALIBRE 7.63 mm.
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SIEMSEN & CO.
Hongkong, 3rd October, 1906. 48

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WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

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J. W. KEW,
Manager,
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Hongkong, 8th August, 1906. 2264

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FOR COAL, TIMBER, &c.

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Hongkong, 8th June, 1906. 106

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.00 p.m. 9.45 to 11.15 p.m.
every hour.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
NIGHT CARS.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 9.45 a.m. Every 30 minutes.
10.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.30 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every hour.
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
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8.45 p.m. to 9.00 p.m. Every 15 minutes.
9.30 a.m. to 9.45 a.m. Every 30 minutes.
10.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.30 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
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JOHN D. HUMPHREYS & CO.
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Hongkong, 27th August, 1906. 1922

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THE LEADING MINERAL WATER OF THE EAST.

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Hongkong, 16th August, 1905. 1838

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ESTABLISHED 1816.

	Per Case.
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CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 19th December, 1905. 184

LANE, CRAWFORD & CO.

RACES 1907.

TAILORING DEPARTMENT.

NEW SUITINGS

JUST ARRIVED.

A SPLENDID SELECTION OF

SMART NEW CLOTHS

IN FANCY TWEEDS, CHEVIOTS, FLANNELS, ETC.

Suitable for

WEAR AT THE RACES.

FIT AND STYLE GUARANTEED.

LANE, CRAWFORD & CO.

Hongkong, 28th January, 1907. 183

TRADE



MACKIE'S
WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$13.00 PER DOZEN.

LANE, CRAWFORD & CO.
SOLE AGENTS.

1807

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THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, MONDAY AND TUESDAY,

The 2nd, 4th and 5th February, 1907, Commencing each day at 2 P.M.,
at his SALES ROOMS, Duddell Street,

A MAGNIFICENT COLLECTION OF

JAPANESE ART CURIOS AND SILK EMBROIDERIES,

COMPRISEING—

PORCELAIN.—Very Fine Satsuma, Kinkozan, Imari, and Kutani, etc.

BRONZES.—Old Jars, Flower Vases, and Figures, etc.

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IVORY.—Very Beautiful Carved Figures, etc.

SILKS.—Old Temple and Palace Hangings, Draperies, Brocades, Court

Kimono, Table Cloths, Bedspreads, Cushion Covers, etc.

PICTURES.—Silk Embroidered and Cut Velvet, etc.

And a Quantity of other Curios;

ALSO

Some Pieces of CHINESE PORCELAIN and BRONZES.

N.B.—The above Collection of about 1,200 Lots arrived from Kyoto and will be Sold WITHOUT RESERVE, a rare opportunity for Collectors.

TERMS.—As usual.

Catalogues will be issued.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 29th January, 1907.

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Whitaker's Almanack	92.00	THE Far Horizon, by Malet	81.50
Helleport on Bridge	3.50	Scotsdril Mark, by Binot	1.50
Sigis of the Times, or the Hustlers' Almanack	0.70	Mehabah, by Baring Gould	0.35
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Adventures of Captain Kettle		3 for \$1.00	
Further Adventures of Captain Kettle			
The White Company, by Conan Doyle			
A Sack of Shakes, by Ballen Doyle			
Uncle Barnet, by Conan Doyle			
A Son of the Sea, by Ballen			
Tale of the Great Mustard, by Fitchett			
Rodney Stone, by Conan Doyle			
Nelson and his Captain's, by Fitchett			
Pladiner Semenoff's Battle of Tsu-Shima	2.50		
Unicorns	1.75		
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The Monk, by M. G. Lewis	4.00		
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LIGHT DRY	\$13.00
SOLEA	18.00
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FULL GOLDEN	21.00
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FINE OLD BROWN	36.00

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Agents.

ALEXANDRA BUILDINGS.

Hongkong, 23rd January, 1907.

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All communications relating to the news columns
should be addressed to "The Editor".
Correspondents must forward their names and addreses with communications addressed to the Editor,
not for publication but as evidence of good faith,
and letters for publication should be written on
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No anonymously signed communications that have
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BIRTH.

On January 31st, at No. 8, Mosque Street,
Hongkong, the wife of Mr. JOHN ALBERTO BIRTO
DA SILVA, of a son. (320)

HONGKONG OFFICE: 10A, DES VIEUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 1st, 1907.

WHEN a good deal of concern was being felt over the shocking fate of mission women in certain massacres, we ventured to ask male missionaries to lend their support to that public opinion which deprecates the presence of foreign women and children in unprotected districts of China. Beyond seeing our comments reprinted with approval in various newspapers in the Far East, we never learned that any good purpose had been served by our well-meant and certainly timely suggestions; and we were left to think that the male missionaries in China were too selfish for their own comfort to manifest any interest in what seemed a humane precaution. The subject is revived for us by the appearance of "Ways that are dark," a book just published for the Rev. W. GILBERT WALSH by Messrs. KELLY AND WALSH, LIMITED, a book primarily written for the guidance of missionaries newly arrived in China. To any one at all interested in China, the book has its own fascination, and to those for whom it is specially intended, provided their zeal for instructing others permits them to realize the necessity of attending upon instruction, it should be particularly helpful. It should, to paraphrase ROBERT BURNE, from many a blunder free them, and foolish indiscretion. The Rev. Mr. WALSH does not, of course, associate himself with our

opinion that only male missionaries should be admitted to the China field, but he does, in plainer and vastly more expressive terms, indicate what may be expected, apart from massacres and hideous cruelties, to follow the intrusion of women. "The presence of foreign ladies in country districts," he remarks, "where the people are very conservative and altogether unacquainted with foreign ways, is so inexplicable to the natives that such visits should be conducted with the utmost caution and scrupulous regard to decorum." He means Chinese decorum, and makes it quite plain that unless they seclude themselves and generally demean themselves like native women they cannot avoid horrid misconceptions. To be safe, in fact, they would have to forego the work they do, so that against his will we may claim the author as being in effect on our side in this matter. "It is open to question," he says, "whether such visits are at all advisable in the present condition of China, and whether the good attained is not counter-balanced by the ill effects which sometimes follow; but, seeing that female missionaries are to be found already in most of the provinces, the only thing which can be attempted is to suggest prudent methods, in connection with a condition of things which is not contemplated in the etiquette of the Chinese." There are other things which might be attempted, surely; including a revision of treaties to which no Chinese objection would be likely; and the immediate recognition and admission by all concerned that inland China is no place for women. The author tells us that female missionaries "have little conception of the ideas which are entertained about them, or the language which is applied to them behind their backs, even by those who may seem to offer them a smiling welcome." It is evident that Mr. WALSH knows, and fair to assume that other male missionaries are equally well informed, and this reflection leaves us to think more too well of the married missionary whose conception of self-sacrifice for his principles permits him to retain, under such conditions and risks, the comforts and pleasures of conjugality. With a perpetual emphasis of sex about them, we read that female missionaries often "rather prefer an audience of males," as being more attractive. It is distinctly unpleasant to speculate as to the explanation of this excessive masculine interest; but much may be hinted in a book like the Rev. Mr. WALSH's that would be considered out of place in a newspaper. We may quote in conclusion:

"It is awful to contemplate what may be the popular verdict on a young and inexperienced girl, and more especially when the judges are Chinese men and women, and these of the most ignorant and conservative class, whose minds have been filled with abominable ideals against foreigners, and who are prepared to confirm by their own experience all that they have heard, and perhaps make some contributions to the sum of calamity by original investigation on their own behalf."

And when, as has so often happened, a skirmish occurs, and the passions of the mob have been aroused, the world shudders at the manifestations of the ideas entertained by the Chinese and unwittingly fostered by their victims.

The Chinese Department of the Hongkong Y.M.C.A. has now a membership of 200.

Singapore and district subscriptions to the China Famine Relief Fund have reached about \$27,000.

The police have been very busy of late among gamblers. On Wednesday nearly 100 coolies were brought before Mr. Hazland.

Hongkong is being provided with a brewery, which is under construction at Wong-nai-choeng. Brewing will be commenced very shortly.

Two bluejackets from the Austrian cruiser "Kaiser Franz Joseph" were yesterday at the Magistracy convicted of disorderly conduct and fined \$8 each.

The local branch of the Nursing Association has decided to accept the Government proposal to provide quarters for the nurses adjoining the Government Civil Hospital.

The hall of the Catholic Union was again crowded on Wednesday night when the final performance of "Aladdin" was given. Among the audience were noticed H.E. Wu Ting Fang, Mr. Fung Wa Chan and the commander and officers of the Portuguese gunboat "Rio Lima" who were accompanied by their Consul-General, Senhor Conselheiro Romano and his Vice-consul, Senhor Leiria.

H.E. the Governor was "at home" yesterday afternoon at Government House, and though the weather was cold there was a large and distinguished assemblage. This being His Excellency's first "at home" since his return, he was the recipient of cordial congratulations on his restoration to health. The company were entertained in the style which has characterised Government House functions since Sir Matthew had charge of its destinies, and a pleasant two hours were spent.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

AN INTERESTING JUDGMENT.

LONDON, January 31st.

Judgment has been given against the Mutual Life Insurance Company.

THE KINGSTON INCIDENT.

LONDON, January 31st.

Sir James Swettenham, Governor General of Jamaica, has offered to resign.

ROYAL MOVEMENTS.

LONDON, January 31st.

King Edward and Queen Alexandra are going to the South of France on Saturday.

OBITUARY.

LONDON, January 31st.

Sir Michael Foster is dead.

[Sir Michael Foster, K.C.B., who was born in 1836, became Professor of Practical Physiology at University College, London, in 1869 and Professor of Physiology, Trinity College, Cambridge, the following year. He was President of the British Association in 1890. His other appointments were Professor of Physiology, Cambridge, 1881-1903; Secretary of Royal Society, 1881-1903; M.P. for London University, 1900-5.]

THE JAMAICA EARTHQUAKE.

LONDON, January 31st.

A public meeting has unanimously condemned the Jamaica Government.

WHITELEY BEQUESTS.

LONDON, January 31st.

Mr. Whiteley has bequeathed £1,000,000 for the provision of almshouses.

REUTER'S SERVICE.

MURDER OF MR. WHITELEY.

LONDON, January 28th.

Mr. Bayner, the murderer of Mr. Whiteley, is admittedly an illegitimate, whose paternity is doubtful. The police are positive that he tried to blackmail the late Mr. Whiteley.

THE NEW CHINA SOCIETY.

LONDON, January 28th.

Sir Charles Hobhouse, and the Under Secretary for India attended the meeting of the newly formed China Society, at which a distinguished gathering was also present. The Chinese Minister delivered an address. He said that a popular element of the Chinese Feudal constitution showed that a democratic constitution, resembling that of the British, existed in China 3,000 years ago, and that the germ of this democratic tradition still existed. He gave a tribute to the Emperor for his far seeing penetration in issuing the recent reforms, and hoped earnestly that the good understanding between Great Britain and China would grow stronger. Mr. Brennan then read a translation.

Sir Ernest Satow, speaking at Cambridge, said that China was not craving for the spiritual side of European civilization, and that Missionary interference with civil matters was largely responsible for massacres.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 31st at 11.55 a.m.—The barometer has fallen over E. Japan and N. China, and risen over W. Japan and S. China.

The depression over Japan is moving N.E. and approaching the neighbourhood of Hakkoda. The area of high pressure remains over Central China.

Gradients are easier on the China coast, and the monsoon will moderate in the Formosa Channel. Over the China Sea they remain steep and N. and N.E. gales will continue to prevail.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood N. winds, moderate; fair.

Fornos Channel strong to moderate.

South coast of China between Hongkong and Lantau Same as No. 1.

Hongkong and Lantau N. winds, fresh.

Hongkong and Hainan. N. winds, fresh.

SUPREME COURT.

Thursday, January 31st.

IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

CHUNG SHUNKOO'S AFFAIRS.

Another decision was delivered in this bankruptcy, by His Lordship holding that the costs of the motion to rescind the order given to Ho Tung to amend his proof must be borne by him. The motion of the trustee calling upon certain creditors to substantiate their claims must be borne out of the estate, also the motion of the trustee calling a meeting, and his motion to restrain the sale of the furniture must be borne of the bankrupt. His Lordship did not feel justified in calling upon Mr. Ho Tung to pay all these costs.

A KOWLOON FAILURE.

RE H. R. MATTHEW ex parte the debtor.

Mr. E. C. Grist (of Messrs. Wilkinson and Grist) who appeared for the debtor presented a debtor's petition and informed his Lordship that Mr. Matthey had been unable to file an affidavit of assets by reason of his being in hospital, but there was a distrust at the present time on his premises. They were very large premises, containing a great deal of furniture and the assets were estimated at \$12,000, the liabilities being \$23,000.

His Lordship—You want me to make an order without the full statement.

Mr. Grist—Of course, my Lord, the debtor will have to file his statement of affairs. I know there must be a considerable amount of property there, but there is a distrust for eight months' rent, and an action pending for four months' rent.

His Lordship—Have you nothing to say Mr. Matthey?

The Official Receiver—I don't know that there will be anything left after the landlord has had his share.

His Lordship—What is the rent?

Mr. Grist—\$1,200 a month.

His Lordship—And what is wrong with the debtor?

Mr. Grist—Heart failure.

His Lordship—Can't make his declaration?

Mr. Grist—No, my Lord. This trouble has got on the man's mind very much.

His Lordship granted the application.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

AN OPIUM TRANSACTION.

The Man Lung firm sued the Wing Fat Yuen to recover \$600, money advanced on a case of opium.

Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for plaintiffs and Mr. G. E. Morell (of Messrs. Dennis and Bowley) for defendants.

Mr. Dixon stated that the plaintiffs handed the amount claimed to the defendants on January 4th in part payment of a case of Pata opium, delivery of which the defendants had since countermanded. The plaintiffs carried on business in Canton, but had a manager here whose duty it was to buy goods and forward them to Canton. On January 4th he entered into a contract with the defendants for the purchase of a case of opium, received an invoice from them and paid an amount of \$600. The goods, however, were not delivered.

His Lordship—Why were they not delivered?

Mr. Morell—Because they didn't pay up.

Mr. Dixon—That may be so. The goods cost Taels 820.6, and we only paid \$600.

After hearing the evidence his Lordship allowed judgment for the defendants and costs.

DEATH OF MR. F. J. MAITLAND, SHANGHAI.

It is with much regret we have to chronicle the death of Mr. Francis John Maitland who is more familiarly known as "Frank" Maitland, which took place on Jan. 26th at the Shanghai General Hospital. He had only been a short time seriously ill, and it was thought advisable as his only hope of recovery, to undergo an operation. This operation took place, but it was of no avail; he gradually grew weaker and next morning he passed quietly away. He was the son of the late Septimus Maitland, who lived in Shanghai in the "forties" and who became the senior partner in the firm of Thorne & Maitland in 1858. In 1875 he joined the firm of Messrs. Thorne and Co., of London, and in 1878 he came out to Shanghai and joined the firm of Messrs. Maitland & Co., remaining with them until he was turned into a limited liability company in 1891, when he became the senior partner, which position he filled up to the time of his death. For many years he was writer on the name of "Daybreak" and as his articles were always amusing, they were looked for and read with avidity. He started "Sport and Gossip," a weekly paper, in 1896, and not long ago he bought the Shanghai Times. He was a keen sportsman, and very fond of animals, and, we believe, instrumental in starting the Shanghai Society for the Prevention of Cruelty to Animals. A short time since he was thrown from his horse and he never had been the same man since. His familiar figure will be very much missed. To say he had many friends in China would not be saying much, for he was

ANGLO-CHINESE DISTRICT SCHOOLS.

Yesterday morning Mr. E. A. Irving, the Inspector of schools, presided at the annual prize distributions of the Yaumati, Shuyingpan and Wansui School. There was a large attendance of scholars and their parents. The headmaster of the schools first read their annual reports.

Mr. Morris of the Shuyingpan School said:—"Mr. Irving, to-day is a 'Red Letter' day in the history of the School, as this is the first time that the prize distribution to the most successful students of the district schools has taken place here. The Staff remains practically the same as last year,—assistant masters and myself—except that there has been a change of probationers, and I take this opportunity of publicly thanking my assistants for their hearty cooperation in raising the school to its present flourishing condition, and in bringing the year's work to a successful issue. Great strides have been made in the attendance during the year under review. The number of new pupils admitted since last March is 142 and the average attendance which was 44 in 1905, has risen to 97, or an increase of 120 per cent. The highest monthly average was attained in October when it reached 106. At the entrance examination to Queen's College in February last, two of my boys were placed first and second. Similar to last year, the early morning hours were continued after the Summer vacation and the series of excursions, which were then originated, have been continued. They have proved quite as successful and altogether number more than 30. They have included the most important factories and all the chief places of interest in the Colony, where it has been possible to go. During the Summer bathing parties were arranged for the purpose of teaching swimming and many of the boys are now able to acquire themselves very creditably in the art.

The examination in Hygiene held under the auspices of the Board of Education took place here in May, and of the four candidates from the staff of this school, two obtained first class certificates, one a second and one failed. In the football league we have not done well. Hitherto, there has been no ground available for practice, but latterly, the Inspector of Schools, interesting himself on our behalf, has secured the use of a piece of ground in the immediate neighbourhood on two days per week."

Mr. Curwen, of the Yaumati Schools, followed:—

"It is my good fortune to record substantial progress all round, and I think I may safely say that the erection of the school has proved a boon to Chinese parents and guardians in Kowloon who wish to give their children an education in English. Staff.—The staff has been increased by the arrival of Mr. Parkin, a trained certificated school master from home, otherwise there are no changes to record, and the work of the entire staff has been performed to my satisfaction during the past year. Fees and attendance.—Fees have increased from \$1,000 to \$3,500, practically an increase of 100 per cent and the average attendance has risen from 95 to 171, an increase of 86 per cent. The highest number in attendance was 218 in May and the lowest 45 in January. Empire Day was celebrated in the usual way and during the year excursions have been made along the track of the Railway, to the New Waterworks, etc. Hygiene.—The teaching of this subject has been continued during the year and the subject matter has been illustrated by experiments. Five masters gained hygiene certificates from the Board of Education in London, and five masters sat for teaching certificate in hygiene, granted by the Royal Sanitary Institute, but the result of that examination has not been declared. Sport.—The boys take a great interest in the Football League but the results have not been commensurate with the amount of energy expended. Mr. Parkin has devoted much leisure time to training the boys, and possibly his efforts will bear more fruit in the near future. Before concluding I should like to point out that the question of enlargement will have to be considered shortly. As you are aware the school was built to accommodate 200 pupils and the average number paying fees during the last nine months has been 103. (Applause)."

Mr. Young Hee, of the Wansui School, said: It is with much pleasure that I present my report for 1906. On the 1st January, there were 126 names on the School Roll. On re-assembling after the New Year vacation, 93 out of 126 former scholars returned, and 78 out of 126 new applicants were admitted, amongst whom were two free scholars from the Tanglungshan School, and six only were sent from Queen's College with admission cards. During the course of the year, 45 more new boys were enrolled, thus bringing the total number of scholars for the year to 216, being an increase of 18 upon that of 1905. Of these, 73 left during the year. The number on roll at the end of the year was 140. The school has been open on 231 days, and the average daily attendance was 145.5. No less than 21 boys registered the full attendance for the year. With one or two minor exceptions, the new syllabus has proved most successful, for at the entrance examination into Queen's College at Midummer, many of the boys were able to gain admission into a higher class than they were in previously. Brushwork drawing has been taught as an additional subject, and very satisfactory and encouraging results have been obtained. Great aptitude has been shown by the boys for this study. Simple physical exercises have also been taught during the cool seasons. They have proved very popular with the boys, and must have had a beneficial effect on their health.

and physique. When the proposed new covered shed is built, more attention will be paid to physical training generally. The school made many excursions to various places of interest in the Colony during the past year, which have proved most instructive, and rendered valuable assistance to the teaching of local geography and English colloquial. At the beginning of the year, 4 boys from the school competed for the Queen's College scholarships, of whom three were successful. Two of them, however, succeeded afterwards in securing appointments as student interpreters, and only one of the unsuccessful competitors took advantage of the scholarships won. The school did not escape the disastrous effects of the typhoon of September last, as two of the brightest scholars lost their lives on that memorable day. The loss was deeply deplored by the whole school. Many more were withdrawn through their relatives being rendered destitute. The whole school responded with open heart to the call for assistance on behalf of the distressed with the result that over \$600 was subscribed towards the relief fund.

Mr. Irving then distributed the prizes, after which he said it was the school's loss that H.E. the Governor was unable to be present. Their regret, however, in this respect would be redressed by the feeling of satisfaction that His Excellency was once more back in the Colony and restored to health and vigour (applause). The speaker regarded it as a great honour to have taken the Governor's place and remarked that it had been a pleasure to him to present the prizes to the scholars, especially when it came to presenting the splendid set of Shakespeare's works to Yung King-chen of the Yaumati school, the boy who did the best work in the three schools during the year. This was a magnificent prize, which any library might be proud of, and Mr. Irving hoped that the winner would take great care of his books. The speaker then proceeded to give his hearers some advice regarding the way books should be taken care of, remarking that the veneration the Chinese had for the art of writing was illustrated by the careful way in which they picked paper up containing writing and stored it away in boxes. In the west our veneration of the art could be seen by the way we took care of our books. Those who were successful in winning prizes should take great care of them and always be careful to wash their hands before using them. The speaker then went on to say that the expressions of good, very good and even excellent referred to about the schools were understood by the Government to be relative terms, and the boys should understand them in that connection. They had only begun to get a knowledge of English, and it was for them to say if they would increase that knowledge, thereby going along the road which led to Queen's College where they could continue their studies for three or four years. He had seen the work of the boys and was able to say that some of them had a future before them if they continued their studies. China just now required hundreds, even thousands, of well-educated men, and in a few years she would want a greater number, but he could not say where they were coming from as those educated in the Colony now could only be counted in dozens. The Inspector concluded by congratulating the master of each school on the success which had been gained by their pupils.

Mr. Curwen proposed a vote of thanks to Mr. Irving for his attendance. This was carried by acclamation, and the proceedings ended by one of the small scholars reciting a verse of "God save the King."

CANTON.

(FROM OUR CORRESPONDENT).

January 30th.

CHINESE SHIPPING SCHEME.

Taotsi Lai Kwai-pui has returned to Canton. He called on Viceroy Chou Fu yesterday and had a long interview. It is reported that the President and Vice-President of the Bureau of Posts and Communications have appointed Lai Taotsi as deputy to inspect the railway and steamship navigation affairs of South China. He intends to raise capital in South China and the Straits Settlement to float a large steamship company which will run regular lines of steamers between the various ports in South China and foreign countries.

EIGHT PASSENGERS DROWNED.

At about 2.30 p.m. yesterday while one of the Hongkong river steamers was approaching her wharf, the waves caused by the motion of her propeller capsized one of the new stern wheeler ferry boats in which there were seven passengers, only three of whom were saved.

CANTON-HANKOW RAILWAY.

In a previous letter I gave an account of the resolutions passed and adopted in a private meeting held at the Kwong Chai Hospital by the gentry of the nine charitable institutions. It is reported that the Nan Hoi Missionary has received instructions from the Viceroy to investigate the matter and to find out the names of all the persons who attended the meeting. It is said that Lai Chi-ling, who acted as vice-chairman at that meeting, has been arrested and is now detained in the magistracy.

PROPOSED BRIDGE.

Taotsi Lai Cheung-hing petitioned Viceroy Chou Fu requesting His Excellency to grant him authority to raise capital in Canton to float a company to build a bridge across the Homen. He also submitted a prospectus of the proposed concern to His Excellency, in which was stated that a royalty of 5 per cent would be paid to the Government out of the net profits earned by the company annually.

The Viceroy is said to have sanctioned the request and added that the company need not pay the royalty of 5 per cent to the Government but to create a reserve fund with that money for the construction of other bridges.

CHINESE EXPOSITION.

Viceroy Chou Fu received a cablegram from His Excellency Chao Erh-hsun stating that the great warehouses for the exhibition of all China products and articles manufactured in the various provinces has been completed at Mukden and requesting His Excellency Chou Fu to forward all Kwangtung products and articles manufactured in that province as soon as possible.

CHINESE LABOUR AND CHINESE EXCLUSION.

[By Archibald R. Colquhoun in the *Morning Post*.—] Whatever may be the verdict of the historian as to the outcome of the Russo-Japanese war there can be no doubt that the peace of Portsmouth marked a new epoch in the relations of the two sections of the human race—the white and the yellow. Up to the time when Japanese troops proved their superiority over those of the Great White Race there had been nothing to show that, in the future as in the past, the white man would not be in a position to dictate to the yellow man his intercourse with the yellow. With Japanese victories, however, came the subsequent awakening of China as a rising power.

What are those terms at present?

It is not too much to say that, taken at their face value, they seem to entitle all ideas of international justice and morality. The Western nations claim access to China and to Japan; they have been clamouring for over half a century for the open door. They are looking more and more to the great reservoir of Chinese force in China as a labour market from which they can draw to fill up deficiencies in their own countries and carry out great works which are bound to be expensive in human life. At the same time (with the exception of Great Britain) the Anglo-Saxon countries are closing their doors to the yellow man. The younger nations of Britain are quite at one with their American cousins in this, for although none of them have offered China gratuitous insult like the terms proposed to Chinese delegates to the Louisiana Exhibition and the treatment meted out to Chinese travellers of the better classes, yet all have enacted laws which make the entrance of the yellow man of any class difficult, if not impossible.

The writer of this article has frequently insisted that any attempt to differentiate between Chinese and Japanese in international intercourse can only be temporarily successful. The possibility of such leakage is therefore some excuse for the American attitude, but it is hard to reconcile Anglo-Saxon ideas of liberty and justice with the attempt made in 1892 to render unlawful residence by a Chinese in the United States, a crime punishable by a year's imprisonment without trial by jury. Although this was disallowed, it meets the views of a large section of the American public, and taken in conjunction with the attitude of the Western nations in forcing their way into China is a striking illustration of the abrogation of orthodoxy and heterodoxy.

The main objection raised to yellow labour on economic grounds is that it lowers the standard and undercutts white labour. All over the world the same phenomenon is to be observed, that the Asiatic can do work well and even better than the white man, and because of his frugal habits can accept a lower wage. It is frequently asserted that it is the low standard of an inferior civilization which enables him to do this, but no one who has any real acquaintance with the Oriental could accept this dictum without question. What is the essential of a high grade of civilization? Certainly not a high rate of expenditure on material comforts. Who knows the Chinese and still more the Japanese in their homes—homes where the annual family budget is perhaps only a few pounds—who has seen the grace and dignity with which they invest their small possessions, the etiquette and self-control, the philosophy and artistry with which they are imbued, their attitude towards the family, the Unseen World and State—who has seen all this can be prepared to say that the working classes of the West, with their frank materialism, are a superior type of civilization? We may well ask ourselves if we are not setting up a false standard in this as in other matters, but even if this standard of expenditure is adopted a great deal of the agitation against yellow labour will be found to be unjustifiable. The old story that the Chinaman steals all the gold he earns out of the country is by no means accurate. A proportion he will always send, but as he earns easily he will spend generously, and with all the business cunning he is neither a miser nor a curmudgeon, and will surround himself with the comforts and luxuries of the country he lives in.

If, therefore, we intend to take our stand on the economic argument let us do so with hypocritical pretence that it is the inferiority of the yellow man that makes him dangerous, but let us frankly acknowledge, as the Australian Premier has done, that it is the many superior qualities of the yellow man which make it necessary for us to protect ourselves against his competition. In this, as in other ways, the younger democracies are frankly Protectionist, and the recognition of the principle of Protection is the only logical excuse or explanation for the policy of Chinese exclusion.

JAPAN'S MERCANTILE MARINE.

[BY THE "TIMES" TOKYO CORRESPONDENT.]

There has recently been so much talk of a newly conceived purpose on Japan's part to usurp the maritime carrying trade of the Far East that it is worth while to consider whether the records support such a scheme.

The people of Japan have always been navigators. What checked their spirit of maritime enterprise was the Government's closed-door policy, resulting from suspicions of foreign territorial ambition disguised under the garb of religious propaganda. Thus the present condition of Japan's mercantile marine, though generally regarded as an incident of her material progress, is really a re-birth of that ancient spirit. In discussing this phase of their national character the Japanese themselves go back along way. They accept the tradition that the founder of the Mikado's dynasty was a species of viking who, reaching Japan by sea, established his kingdom there; and they credit the annals which relate that before the close of the 6th century Korea had frequently been the scene of Japanese over-sea enterprise. It is certain, too, that maritime intercourse existed with China—intercourse which seems to have originated in the mutual despatch of envoys. Some of these embassies assumed considerable proportions, the envoy's train being swelled by priests, students, soldiers, and tradesmen, so that the numbers reached as many as a thousand men, and correspondingly large vessels had to be built for transport purposes. Thus was formed the greatest avenue by which the trade, industry, and civilization of China reached Japan, and not only of China, but also of countries further west, for it is recorded that in the 9th century a prince of the Japanese Imperial House spent 10 years travelling in the Middle Kingdom, in India, and in Burma. History shows none the less that as shipwrights the Japanese were inferior to their continental neighbours, for when the Mongol Tartars attempted to invade Japan in the 13th century the islanders had no vessels capable of opposing the big war-junks of the enemy; they smothered the Mongol armada by dashing courage and fine swordsmanship, supplemented by the aid of the elements, but in the matter of ships they were much inferior. Out of that incident grew the first signal step of Japanese maritime progress, for their great victory inspired the people with a lust for over-sea enterprise, and war-ship-

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Hongkong, 29th November, 1906.

and when, in 1874, Japan sent a punitive expedition to Formosa, the vessels of this company rendered invaluable service as transports. They did not suffice, however. Thirteen steamers had to be purchased by the Government, and with them it subsequently opened a service between Japan and Shanghai. But the undertaking barely paid its way, and thus maritime enterprise seemed likely to languish, when, in a vigorous memorial to the Throne, the celebrated Okubo, speaking under the impulse of observations made in Europe, urged the essential necessity of encouraging navigation. A subsidy, equivalent to £100,000, however, were the Japanese able to build ships capable of crossing the wide ocean, and they owed this development to an Englishman, Will Adam, who, established on their shores, found there a permanent home and a liberal patron in Ieyasu. From the Englishman's model two vessels were built. They carried a number of Kyoto merchants to Acapulco, bearers of a message to the governor of New Spain. Acapulco thus became the objective point of Japanese Trans-Pacific voyages. Four years later the fauji, chief of Sasebo, with the sanction of the Tokugawa Government, sent a large ship to carry some of his vessels bound for Rome. She too started for Acapulco, whence the envoys travelled overland to the Atlantic coast and there embarked in a Spanish vessel. This example is said to have been followed four times by the fauji chief of Aizu, but beyond the bare fact the records mention nothing.

Had this movement of contact and intercourse with the outer world continued, the whole course of history might have been changed. But a fatal interruption came from Christian propaganda. Owing to its association with political designs and the intention of such suspicion and dislike that the Japanese, in the interests of their country's peace, if not of its independence, felt constrained to intercept the foreign faith. The story need not be repeated here, but it is right to add that Christianity was not alone responsible. Rivalry among the foreign merchants frequenting Japanese ports led them to intrigue against each other by methods such that, though their proximate outcome was to establish Dutch monopoly, they must be held partly responsible for the anti-foreign feeling that permeated Japan during two centuries and a half. They, who have since been encouraging the construction of seagoing ships and fostering the growth of foreign trade, is now found interdicting all foreign intercourse and forbidding the construction of any ship larger than 150 tons. Thereafter trans-oceanic movement ceased altogether, if we except some trifling clandestine enterprises, and it was not until the official renewal of foreign intercourse more than 200 years later that Japan's nautical instincts were allowed to assert themselves. In September 1853, the interdict against the construction of seagoing vessels was repealed and the Tokugawa Government signified the new departure by building, just 24 years after the launch of Will Adam's two barges, a sailing vessel of Occidental type, aptly called the Phoenix (How Maru). A few years later saw the completion of iron works at Nagasaki, and the establishment of naval college, dockyard, and ironworks at Kobe, as well as a dockyard at Yokosuka, destined to become the Portsmouth of Japan. It is noticeable that this great work at Yokosuka was reluctantly carried out by an officer of the Tokugawa Government, then loitering to its fall.

When the Meiji Restoration became an accomplished fact in 1867, the Imperial Government found itself in possession of ten steamers previously owned by the Tokugawa or their feudatories, and these vessels having been handed over to a combination of small maritime coast-wise carrying companies, there came into existence Japan's first steamship company, the Nihon Yūkin Jōsen Kaisha (Nippon Mail Steamship Company). From the outset the principle of subsidy was adopted; but even a large measure of State aid could not alone for the inexperience of the new shipowners. Their enterprise perished within a few years. Very different was the record of the Three Lozenges Company (Mitsubishi Kaisha), founded shortly afterwards by Mr. Iwassaki Yataro, of Tosa province. Without any assistance from the Treasury it grew year by year, utilizing a powerful army over sea, especially in the direction of Korea, were available. The comparatively slow growth of the Mitsubishi fleet did not satisfy the occasion, and so another company was called into existence—the Kyōto Yūkin Kaisha (Union Transport Company)—with a capital of about a million sterling.

It thus appears that every chapter in the story of Japan's mercantile marine up to this time had been connected with political events;

(Continued on page 5.)

It is not only war that is an appeal to violence. Peace is an appeal to violence. The order and decency of our streets, the ease of exchange, and the fulfilment of contracts all depend ultimately upon the readiness of the community to fight for them, either against something without, or against something within. Every city in a city in arms.

NOTICE.

Communications respecting **Advertisements**, **Subscriptions**, **Printing**, **Binding**, &c, should be addressed to **DAILY PRESS** only, and special business matters to **THE MANAGER**.

Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only **supplies** for **Cash**.

Advertisements and **Subscriptions** which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS



GOVERNMENT BILLS.

TENDERS for **SPECIE**, **BRITISH** and **MEXICAN DOLLARS**, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Treasury Chest Officer until 11 a.m. on **MONDAY**, the 4th February, 1907.

The **Tenders** to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The **Tenders** to be in Duplicate, and in Sealed Covers, addressed to the **CHEF PAYMASTER**, **ARMY PAY DEPARTMENT**, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the **Tenders** is reserved.

Copies of Forms of **Tender** can be had on application.

J. T. CARTER, Lt.-Col., A.P.D., H.M. Treasury Chest Officer, His Majesty's Treasury Office, Fletcher Street, Hongkong, 1st February, 1907. 321

INSTITUTE OF ENGINEERS AND SHIPBUILDERS.

A SMOKING CONCERT will be held **TO-MORROW** (SATURDAY), Feb. 2nd, at 9 p.m.

Members are requested to apply for Tickets for themselves and friends to the **SECRETARY**.

No Charge for admission.

C. J. TYNDALE-LEE, Hongkong, 31st January, 1907. 318

HONGKONG AND WHAMFOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Building, New Praya, on **MONDAY**, the 25th February, 1907, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be **CLOSED** from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary, Hongkong, 1st February, 1907. 322

TO LET.

FROM 1st MARCH, 1907.
N. 3, CARNAVON VILLAS, Kowloon. Apply to— HEWAN & Co., No. 15, Connaught Road, West, Hongkong, 1st February, 1907. 324

TO LET.

IN AUSTIN AVENUE, Kowloon, Nos. 2, 7 & 12. From 1st March, 1907. Apply to— Comptrollers Department, E. D. SABSON & Co., Hongkong, 1st February, 1907. 325

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the **HEAD QUARTER OFFICE**, Fletcher Street, until 12 o'clock NOON on **FRIDAY**, the 15th of February, 1907, for the Undermentioned Supplies and Services, for the period of 12 Months from 1st April, 1907:

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wicks and Barrack Supplies.
5. Coal, Coke, Wood and Charcoal.
6. Barrack Services and Scavenging.
7. Washing.
8. Transport Services (Supply of Launches, Junks, Coolies, etc.).
9. Forage.

Forms of **Tender** and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Services Corps, between the hours of 10 A.M. and 4 P.M.

The **Tenders** must be properly filled up, signed, and dated, and no **Tender** will be noticed unless delivered upon the proper form at the **HEAD QUARTER OFFICE** by 12 o'clock NOON on the above date, in a closed envelope marked "TENDER" on the outside.

The right to reject any or all **Tenders** is reserved.

HEAD QUARTER OFFICES, Hongkong, 26th January, 1907. 326

SITUATION WANTED.

BY A YOUNG MAN, with a Good Knowledge of Accounts and General Office Work; can also speak the Cantonese Colloquial fluent; Outports no objection. Best References. Apply by letter to— "REX," Care of "DAILY PRESS" Office, Hongkong, 30th January, 1907. 326

FOR SALE.

ONE HAMMOND TYPEWRITER with Ideal Keyboard, perfectly in order. Apply to— B. C., Care of "DAILY PRESS" Office, Hongkong, 31st January, 1907. 315

JUST ARRIVED.

JAPANESE PAPER LANTERN FOR ILLUMINATION. Samples can be sent on application. T. ARAKA WA, No. 18, Lyndhurst Terrace, Hongkong, 29th January, 1907. 296

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the date of return Mails.

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Captain A. J. Robson will be despatched for the above Port **TO-MORROW**, the 2nd Feb., at 3 P.M.

For Freight or Passage apply to

DOUGLAS LAPEAK & Co., General Managers.

Hongkong, 31st January, 1907. 319

AUCTION

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURIED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 2nd February, 1907, at 2.30 P.M., at his SALES ROOM, No. 8a Queen's Rd. Central, A Collection of very Old Peking Curios. On view Friday. Catalogue will be issued. Hongkong, 31st January, 1907. 313

INTIMATIONS

HONGKONG GYMKHANA CLUB.

A MEETING of MEMBERS will be held at the Offices of Messrs. GIBB, LIVINGSTON & Co., St. George's Building, TO-DAY (FRIDAY), 1st February, at 5 P.M. BUSINESS— To DRAW UP a PROGRAMME for the ensuing Season.

C. G. MACKIE, Hon. Sec. and Treasurer. Hongkong, 26th January, 1907. 293

ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASON'S HALL TO-NIGHT (FRIDAY), the 1st February, at 8.30 for 9 P.M. precisely Visiting Brothers are cordially invited to attend. Hongkong, 25th January, 1907. 274

HARBOUR OBSTRUCTION.

CENTRAL FAIRWAY.

A SUNKEN JUNK with Part of Sail MERCHANTS S. N. Co.'s Boat. She will be marked by Red Flag by day and Red Light at night. CHARLES W. BECKWITH, Lieut. R.N., Harbour Master, &c. Hongkong, 29th January, 1907. 303

COLONIAL SECRETARY'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that FIELD FLYING PRACTICE will be carried out as follows:—

ON FRIDAY, the 1st February.— From Pine Apple Pass in a North-Westerly direction against slopes of Tsimsham.

ON MONDAYS, the 4th & 11th February.— From Gindrinker's Bay in an Easterly direction against Saugster's Ridge.

ON FRIDAY and WEDNESDAY, the 8th & 13th February.— From Gindrinker's Bay in a North-Westerly direction against lower slopes of Tsimsham.

The actual firing will probably continue between 12 NOON and 3 P.M. or thereabout.

F. H. MAY, Colonial Secretary, Hongkong, 25th January, 1907. 297

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the **HEAD QUARTER OFFICE**, Fletcher Street, until 12 o'clock NOON on **FRIDAY**, the 15th of February, 1907, for the Undermentioned Supplies and Services, for the period of 12 Months from 1st April, 1907:

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7. Washing.
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HEAD QUARTER OFFICES, Hongkong, 26th January, 1907. 308

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JAPANESE PAPER LANTERN FOR ILLUMINATION. Samples can be sent on application. T. ARAKA WA, No. 18, Lyndhurst Terrace, Hongkong, 29th January, 1907. 296

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the date of return Mails.

Mounted on Card 30 Cents

On Paper 20. "

On Sale at the **Hongkong Daily Press** Office, Hongkong, 26th January, 1907. 3

NOTICES OF FIRMS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

M. E. ENOS SETH has This Day been Appointed SECRETARY to the above Company. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 26th January, 1907. 304

NOTICE.

THE Interests and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906. We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS OHLY Partners in our Firm from this Date TAIT & Co. Amoy, 1st January, 1907. 133

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, on SATURDAY, the 4th February, 1907, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The Register of Shares of the Company will be CLOSED from WEDNESDAY, the 30th January, to MONDAY, the 4th February, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND & INVESTMENT AND AGENTS CO., LTD., Agents for the KOWLOON LAND & BUILDING CO., LTD. Hongkong, 25th January, 1907. 278

HARBOUR OBSTRUCTION.

CENTRAL FAIRWAY.

A SUNKEN JUNK with Part of Sail MERCHANTS S. N. Co.'s Boat. She will be marked by Red Flag by day and Red Light at night. CHARLES W. BECKWITH, Lieut. R.N., Harbour Master, &c. Hongkong, 29th January, 1907. 303

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, on SATURDAY, the 4th February, 1907, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 25th January, 1907. 290

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 12th February, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, 1907, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 21st January, 1907. 252

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 12th February, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to

INTIMATIONS

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLAYEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [38]



LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,
26, DES VŒUX ROAD CENTRAL.
Hongkong, 13th January, 1907. [39]

TO LET

TO LET.—
FULLY FURNISHED—from April 15th.

A LTEDENA, BAKER ROAD, the PEAK.
Seven Rooms with ample Bath and Dry Rooms. Apply to—
J. S. VAN BUREN,
Care of Nippon Yusen Kaisha.
Hongkong, 3rd January, 1907. [138]

TO LET.

G ROUND FLOOR of No. 4, DES VŒUX ROAD—including a Strong Room and Servant Quarter.

ROOMS on SECOND FLOOR of Victoria Building, No. 5, Queen's Road Central, suitable for Offices.

Apply to—
DAVID SASSOON & CO., LTD.
Hongkong, 31st January, 1907. [316]

TO LET.

I N ALEXANDRA BUILDINGS Small Office on Second Floor.

Apply—
SECRETARY,
A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. [150]

TO LET.

I MMEDIATELY the Capacious Premises on the Ground-floor of No. 2, PEDDEE STREET, at present occupied by Messrs. Harris Keeney Co., Ltd.

Apply to—
GILMAN & CO.
Hongkong, 3rd January, 1907. [260]

TO LET.

POSSESSION FROM 1ST MARCH NEXT.
W ELLBURN, No. 81 the PEAK.

Apply to—
JAVA-CHINA-JAPAN LIJN,
York Buildings.
Hongkong, 22nd January, 1907. [254]

OFFICE TO LET.

O NE ROOM in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.

Apply—
REUTEEL, BROCKELMANN & CO.
Prince's Buildings.
Hongkong, 29th January, 1907. [299]

TO LET—FURNISHED.

L EWKNOR, No. 116, PEAK. April to end September.

Apply—
M. W. SLADE,
Prince's Buildings.
Hongkong, 29th January, 1907. [300]

TO LET.

N O. 6, LYEMOON VILLAS, Kowloon. Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.

Apply to—
"LYEMOON"
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. [241]

TO LET.

N O. 2, MACDONNELL ROAD.
Apply to—
COMPRADEORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [39]

TO LET

TO LET.

2 ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon, from March 1st; Redecorated; Electric Light, Tennis Court.
Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 1st June, 1906. [94]

TO LET.

O FFICES in KING'S BUILDING and YORK BUILDING.
"RANFURLY" CONDUIT ROAD, A HOUSE in WONG NEI CHONG ROAD, GODOWN'S in PRAYA EAST. A HOUSE in CLIFTON GARDEN, Conduit Road. A HOUSE in RIFTON TERRACE, FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [191]

TO LET.

N OS. 1 and 3, ORMSBY VILLAS GRANVILLE ROAD, Kowloon.
Apply to—
SPANISH PROCURATION.
Hongkong, 3rd January, 1907. [136]

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907. [137]

TO LET.

2 ND FLOOR of No. 6, ICE HOUSE STREET. Centrally situated and within easy reach of the principal Banks and business houses. Apply to the **TATA & CO.**
Hongkong, 24th December, 1906. [103]

TO LET.

A HOUSE in KNUTSFORD TERRACE A KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.
Hongkong, 1st January, 1904. [92]

TO LET.

EITHER IN WHOLE OR IN PART.
THE "GROVE" having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completed installed.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central, or to
WING-ON, Contractor,
34, D'Aguilar Street.
Hongkong, 19th July, 1906. [196]

TO LET.

G LENWOOD CAINE ROAD, suitable for a Boarding House or Club.
No. 4, CONDUIT ROAD.
No. 73, WYNNDHAM STREET.
BEACONFLS ARCADE, Fine Shops Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Cadbush MacGregor).
No. 17a, QUEEN'S ROAD CENTRAL, Room of Front Part, Top Floor, (over Aches).
BELLIOS TERRACE HOUSES, ROBINSON ROAD.

TO LET OR FOR SALE, NEW HOUSE or MOUNT KELLER, Five Rooms, or Rural Building Lot No. 117.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 2nd November, 1906. [102]

TO LET ON LEASE, FROM 1ST JANUARY, 1907.

N OS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD. Nos. 1, 2, 3, 4 and 5 SUN WAI LANE. Apply to—
ARBOATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 24th October, 1906. [101]

TO LET.

R AVENSHILL WEST No. 3, PARK ROAD. Apply to—
DEACON, LOOKER & DEACON,
Hongkong, 5th December, 1906. [104]

TO LET.

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th January, 1907. [155]

TO LET.

N O. 27, SEYMORE ROAD. 4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 90 & 91 GODOWN PRAYA EAST. Apply to—
SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 18th November, 1906. [103]

TO LET.

"I AN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Stores Room, Grass Tennis Court. Moderate rental to good tenant.

No. 6, EAST AVENUE, Kowloon. Four-Roomed House. Possession from 1st February. Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 18th December, 1906. [117]

TO LET.

N O. 1, WEST END TERRACE, Shamen, Canton. Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO. LTD.
Hongkong, 11th December, 1906. [93]

TO LET.

JAPAN'S MERCANTILE MARINE

(Continued from page 6.)

the sequence of impulses being the Mongol invasion, the adoption of the policy of isolation, the reopening of the country, the Formosa expedition, the Satsuma insurrection, and the Korean outlook.

The year 1885 brought a temporary settlement of the Korean problem, and the pressure of foreign affairs being thus relieved, the wasteful competition of the two steamship companies came into increased prominence. At official suggestion they were amalgamated into the Nippon Yusen Kaisha (Japan Mail Company) with a capital of \$1,100,000, on which the Treasury guaranteed interest at the rate of 8 per cent. This company thus became, and still remains, the premier maritime transport enterprise in Japan, the second in point of importance being the Osaka Shosen Kaisha organized in 1884 with a fleet of 100 steamers displacing 10,000 tons. These small vessels plied chiefly along the coasts of the Island Sea and had a total of 27,000 for carrying mails.

Statistical show that whereas Japan possessed, in 1870, only 35 steamers displacing 15,498 tons with 11 sailing vessels—Western model—of 2,454 tons, the corresponding figures in 1892 were 642 ships and 122,301 tons for steamers and 780 ships and 44,065 tons for sailing vessels.

Nevertheless, satisfactory as this development seemed, one feature caused much comment.

In 1880 the tonnage of vessels engaged in the carriage of the country's foreign trade stood at 2,075,695 tons, and in 1892 it had risen to 2,499,745 tons, yet in each year the share carried in Japanese bottoms did not exceed 13 per cent of the whole.

The nation, observing this, began to call for the extension of navigation to foreign waters, and the Cabinet responding to the call, asked the Diet to sanction a Bill for encouraging maritime enterprise. Those, however, were the days when anything emanating from the Government encountered vehement opposition at the hands of party politicians.

The Diet rejected the Bill, and although in 1893 the Nippon Yusen Kaisha opened a service to Bombay in connection with the then rapidly developing cotton spinning industry of Japan, the Ministry found itself unable to act upon a suggestion of the Tokyo Chamber of Commerce that this service should be subsidized.

Some new impulse was needed, and it came, as usual, in the field of foreign politics—the war with China in 1894.

For the purposes of that war Japan had to send and maintain 200,000 men beyond the sea, and the country's mercantile marine being unable to meet the occasion, a number of vessels were purchased or chartered.

Thus at the end of the war the mercantile marine had risen to 809 steamers displacing 373,588 tons and 544 sailing vessels of 44,000 tons.

The Government now (1896), having the nation at its back, adopted a bold policy. It sought and obtained the Diet's consent to an extensive measure for encouraging shipbuilding and navigation. Thus, on the one hand business men were wondering how employment would be found for the greatly and suddenly increased tonnage under the Japanese flag, on the other, the Administration and the Legislature, guided by considerations of national policy, were taking steps to promote still further increase.

Events proved that the country's statesmen had gauged the situation accurately. Not only did the augmented mercantile marine find plenty of work, but also the foreign flag was carried extensively into foreign waters.

The Nippon Yusen Kaisha doubtless did its capital £1,000,000, established a service to San Francisco, and the European Line of the Nippon Yusen Kaisha, from Yokohama to London.

The American Line of the Nippon Yusen Kaisha, from Yokohama to Seattle.

The San Francisco Line of the Toyo Kisen Kaisha from Yokohama and Hongkong to San Francisco.

The Australian Line of the Nippon Yusen Kaisha, from Yokohama to Brisbane and Sydney.

The Bombay Line of the Nippon Yusen Kaisha, from Yokohama to Bombay.

The Shanghai-Haikou Line of the Osaka Shosen Kaisha.

The Haikow-Iohang Line of the Osaka Shosen Kaisha.

The Shanghai-Suchow Line of the Daito Kisen Kaisha.

The Shanghai-Hangchow Line of the Daito Kisen Kaisha.

The Kowloon-Haikow Line of the Daito Kisen Kaisha.

The Yokohama-Shanghai Line of the Nippon Yusen Kaisha.

The Kobo-North-China Line of the Nippon Yusen Kaisha.

The Kobo-Korea-North-China Line of the Nippon Yusen Kaisha.

The Kobo-Vladivostok Line of the Nippon Yusen Kaisha.

The Haikow-Haiagtu Line of the Honan Kaisa.

The South American Line of the Toyo Kisen Kaisha between Yokohama and South America.

It need scarcely be added that there are also many services connected with the coastwise trade of the Japanese islands, including Formosa and Iwo Jima.

A general review of these facts shows that the remarkable development of Japan's mercantile marine in modern times cannot be regarded as altogether a normal feature of commercial expansion.

It has been largely connected with international politics, and it owes much to State assistance. On the other hand, the most important element in its construction, personnel, may be said to have been always available, nor was there any lack of individual enterprise.

As to the latter, indeed, it will not be an exaggeration to say that at no epoch have the Japanese been more resolutely bent on winning for their country a high place among the merchant fleets of the world than they are at present.

China, their huge neighbour, presents a strange contrast, for while the rising Sun flies over vessels plying on 16 coast-going services, not a solitary steamer bears the Dragon standard for foreign waters.

Thus, whereas in 1870 Japanese shipwrights launched only two steamers aggregating 37 tons, 30 years later they constructed 53 steamers and 193 sailing vessels totalling 24,000 tons in round numbers, while in 1902 they built 47,000 tons, and they are now able to undertake steamers of from 7,000 to 10,000 tons. There are no fewer than 185 private building yards and 19 docks in the country to-day.

It may well be supposed that the effect produced by the war with Russia corresponded with, but greatly exceeded, the effect produced by similar events in the past. Speaking broadly, a million men had to be carried to Manchuria, Korea, and Sakhalin, and had to be kept supplied with provisions and munitions of war during an interval of over two years.

All the available tonnage in the country's possession did not suffice for such a task. Vessels had to be purchased or chartered, and those that remained in Japanese possession after the restoration of peace, together with those captured as prizes, brought the mercantile marine to over a million tons. The following table shows the development by decades:

SHIPPING.

ARRIVALS.
BONNO, British str., 2844. G. W. Gordon, L.M., 31st Jan.—Yokohama, 15th Jan., General.—P. & O. S. N. Co.
HANGKONG, British str., 1,356. Spencer Wilde, 31st Jan.—Shanghai, 27th Jan., General.—Jardine, Matheson & Co.
OLYMPIC, Norwegian str., 844. T. W. Schlyter, 31st Jan.—Wakamatsu 26th Jan., Coal.—Order.
SUNGKING, British str., 957. G. H. Pennefather, 30th Jan.—Coban and Iloilo 26th Jan., Sugar.—Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
Jan. 31st.
HANGKONG, British str., for Canton.
MARIE, German str., for Saigon.
OPAL, Norwegian str., for Canton.
PAUEN, French str., for Saigon.
PRINCE, Norwegian str., for Holloway.
RIVIERA, British str., for Brand.
SOPHIE RICKMERS, German str., for Saigon.
SULBORG, German str., for Saigon.
VARG, Norwegian str., for Saigon.
YANGMEE, Korean str., for Kuching.
YANGMEE, Korean str., for Kuching.

DEPARTURES.
Jan. 31st.
BONNO, British str., for London.
FLX, Norwegian str., for Rajah.
HAICHING, British str., for Swatow.
HUE, French str., for Haiphong.
JOHANNES, German str., for Swatow.
LOOGOK, German str., for Bangkok.
MACHEV, German str., for Bangkok.
MARCO POLO, Italian cruiser, for Shanghai.
MEIFOO, Chinese str., for Hangchow.
PHUMPHUM, British str., for Saigon.
SIXTA, German str., for Saigon.
VICTORIA, Swedish str., for Saigon.

SHIPPING REPORTS.
The British str. *Hongkong* reports: Moderate N.E. gale.
The British str. *Hongkong* reports: Fresh northerly winds, cloudy misty weather and drizzling rain.

VEHICLES IN DOCK.
Jan. 31st.
ABERDEEN DOCKS.—*Glencore*,
KOWLOON DOCKS.—*Soriano*, *Monteagle*,
Frond, *Z. Y. de Aldeon*, *Prince Waldemar*,
Kwongchow, *Empress of India*, *Lehion*, *Kaifong*,
Emerald, *Yingking*, *Shamui*.
COSMOPOLITAN DOCKS.—*Feng Fei*, *Nippon Maru*.

VEHICLES ON THE BERTH
COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"AUSTRALIEN."
Captain Vernon, will be despatched for the above Ports on or about MONDAY, 4th Feb.
For Freight or Passage, apply to G. de CHAMPEAUX, Agent.

Hongkong, 20th January, 1907.

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG,
FOR NEW YORK.
1907. About

* "SIKH" ... 8th Feb.
"MUNCASTER CASTLE" ... 13th Mar.
"LOWTHER CASTLE" ... 21st Mar.
* This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.
For Freight and further information, apply to DODWELL & CO. LTD., Agents.

Hongkong, 29th January, 1907.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.)

THE Steamship
"CAPRI."
Captain Belaio, will be despatched as above on MONDAY, the 11th Feb., at NOON.
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st January, 1907.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"
Will be despatched for the above Ports on or about the 26th February.
For Freight and further particulars, apply to SHEWAN, TOME & CO., Agents.

Hongkong, 19th January, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DAWSON and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.E.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBE, LIVINGSTON & CO., Agents.

Hongkong, 29th January, 1907.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIEN," Captain Magnen, will be despatched for MARSEILLES, on TUESDAY, the 5th February, at 1 P.M.

This Steamer connects at Colombo with the Australian line, *s.s. "Nera"*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOURANE" ... 19th Feb.

S.S. "TONKIN" ... 5th Mar.

G. DR CHAMPEAUX, Agent.

Hongkong, 23rd January, 1907.

2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALE, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 9th February, at NOON, taking passengers and cargo for the above ports in connection with the Company's *s.s. "MONGOLIA"*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel secured before departure from Hongkong.

Silk and Valuables, all cargo for France, will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on 23rd March, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th January, 1907.

1

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM HONGKONG TO SAN FRANCISCO via KORE & YOKOHAMA.

The Steamship

"DAKOTA" ... About 25th February For Freight and further Particulars, Apply to—

SHEWAN, TOME & CO., Agents.

Hongkong, 22nd January, 1907.

258

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong CALLAO and IQUIQUE via JAPAN PORTS.

Steamers To Sail.

"KASATO MARU" 6,000. In April, 1907.

Capt. W. C. T. S. FILM.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried board.

For further information, apply to K. MATSUDA, Manager.

York Building.

Hongkong, 28th December, 1906.

10

CUTLER, PALMER & CO., LONDON.

AGENTS

SIEMSSSEN & CO., HONGKONG.

33

SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER & CO., LONDON.

AGENTS

SIEMSSSEN & CO., HONGKONG.

33

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June.

1906. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office.

Hongkong 27th July, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	POB	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Feb., Noon.
RUBI	2540	E. Almond	Manila	On 9th Feb., Noon.

For Freight or Passage apply to SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 28th January, 1907.

15

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN, TOME & CO., GENERAL AGENTS.

Hongkong, 19th November, 1906.

16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TO SAIL.

SINGAPORE & SAMARANG ... HOPSANG ... Friday, 1st Feb., 3 P.M.

MANILA ... YUENSANG ... Friday, 1st Feb., 4 P.M.

SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Wednesday, 6th Feb., daylight.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through Bill of Lading to Chefoo, Tientsin, (via Chingwana) and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 30th January, 1907.

18

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

YOKOHAMA and

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

SHANGHAI, MOJI, KOBE and PALMA About 3rd Freight only.

YOKOHAMA Capt. G. W. Cockman, R.N.R. February

SHANGHAI { DELHI About 6th Freight and

Capt. J. D. Andrews, R.N.R. February Passage.

LONDON, &c., via USUAL PORTS DELTA About 9th See Special

OF CALL Capt. C. L. Daniel February advertisement.

For further Particulars, apply to E. A. HEWETT,

Superintendent.

Hongkong, 25th January, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR STEAMERS TO SAIL.

NINGPO and SHANGHAI "SHAOHSING" On 2nd Feb., 4 P.M.

CEBU and ILOILO "SUNGKIAN" On 5th Feb., 4 P.M.

MANILA "TEAN" On 5th Feb., 4 P.M.

SHANGHAI, ZAMBOANGA PORT "YOCHOW" On 9th Feb., 4 P.M.

MANILA, ZAMBOANGA PORT "DAEWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TAIWAN, BRISBANE, SYDNEY and MELBOURNE" On 11th Feb., 4 P.M.

YOKOHAMA and KOBE "TSINAN" On 12th Feb., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIBB,

AGENTS.

Hongkong, 30th January, 1907.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

• TAMSUI VIA SWATOW { "MASAN MARU" SUNDAY, 3rd Feb., Capt. I. SAKURAI } AT DAYLIGHT.

• ANPING VIA SWATOW { "FUKUSHU MARU" WEDNESDAY, 6th Feb., Capt. G. ITO } AT DAYLIGHT.

• These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th January, 1907.

T. ARIMA, Manager. 14

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,

TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For further Particulars, apply to E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

1898

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

GNEISENAU	WEDNESDAY	15th February
PREUSSEN	WEDNESDAY	27th February
PRINZESS ALICE	WEDNESDAY	13th March
SACHSEN	WEDNESDAY	27th March
PRINZ LUDWIG	WEDNESDAY	27th March
ZIESTEN	WEDNESDAY	10th April
PRINZ REGENT LUFTPOLD	WEDNESDAY	24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	8th May
BAYERN	WEDNESDAY	22nd May
PRINZ HEINRICH	WEDNESDAY	5th June
SCHAENKHURST	WEDNESDAY	18th June
ROON	WEDNESDAY	3rd July

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at NOON, the Steamship "GNEISENAU", Captain G. Bölk, with MAILs, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th Feb., and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb., and Parcels will be received at the Agency's Office until NOON, or TUESDAY, the 12th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 281 0 0 242 0 0 222 0 0

return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG: 85 0 0 44 0 0 24 0 0

return 97 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ: 64 0 0 44 0 0 26 0 0

via NAPLES, GENOA or GIBRALTAR: return 115 0 0 79 0 0 47 0 0

via BREMEN or SOUTHAMPTON: 68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British S. N. C. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Colombo to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

MANILA	1790 tons	SATURDAY, 2nd Feb.
PRINZ WALDEMAR	3277 tons	THURSDAY, 28th Feb.
PRINZ SIGISMUND	3302 tons	THURSDAY, 28th Mar.

ON SATURDAY, the 2nd FEBRUARY, at NOON, the Steamship "MANILA", Captain Minson, with MAILs, Passengers and CARGO, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 350 0 0 330 0 0 return 380 0 0 350 0 0

TO NEW GUINEA: 228 0 0 218 10 0 214 00 return 242 0 0 227 15

TO BRISBANE: 230 0 0 220 0 0 214 00 return 254 0 0 238 0

TO SYDNEY: 233 0 0 221 0 0 215 00 return 268 1 0 241 10

TO MELBOURNE: 234 10 0 221 10 0 215 00 return 262 5 0 244 5

TO YOKOHAMA: 890 0 0 860 0 0 840 00 return 1170 0 0 1200

TO KOBE: 395 00 370 00 350 00 return 1170 0 0 1200

TO YOKOHAMA and back from KOBE: 1410 00 1000 00 800 00 return 1700 0 0 1200

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 297 0 0 296 0 0

TO EUROPE VIA AUSTRALIA AND COLOMBO, by Imperial Mail Steamer: 297 0 0 296 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA: 296 0 0 295 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to Eckors by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton: 282 0 0

To Bremen: 63 10 0

To Paris via Cherbourg: 65 0 0

To Naples, Genoa via Gibraltar: 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PREUSSEN" ... Friday, 1st Feb.

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ... Wednesday, 13th Feb.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to Eckors by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton: 282 0 0

To Bremen: 63 10 0

To Paris via Cherbourg: 65 0 0

To Naples, Genoa via Gibraltar: 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

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PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG. "PRINZESS ALICE" 10,911, ON MARCH 13TH.

CPT. CH. POLACK.

TONS REG. "PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO MELCHERS & CO., AGENTS.

Hongkong, 12th October, 1906.

1207

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

